

# The Hongkong Telegraph

(ESTABLISHED 1881)

Copyright 1916, by the Proprietor.

EXCHANGE:  
Closing Quotations:  
T.T. London 2a. 37d.  
On Demand 2a. 3.15-16d.

WEATHER FORECAST—  
FAIR.  
Barometer 30.20.

December 1, 1916. Temperature 6 a.m. 52° 2 p.m. 63°  
Humidity 46° 27°

December 1, 1916. Temperature 6 a.m. 61° 2 p.m. 68°  
Humidity 43° 44°

SINGLE COPY 10 CENTS.  
\$35 PER ANNUM.

7528 日七初月一十

FRIDAY, DECEMBER 1, 1916.

五時鐘 第一月二十英港音

## TELEGRAMS.

[Reuter's Service to The "Telegraph"]

### ON THE WESTERN FRONT.

Rain and Fog Prevail.

A Paris communiqué says:—There was nothing important on the Western front, where rain and fog interfered with operations.

A British Communiqué.

November 30, 2.35 p.m.

General Sir Douglas Haig says:—Machine gun and rifle fire were active at Gueudecourt.

### IN THE BALKANS.

Nothing Important Transpiring.

November 30, 4.15 p.m.

A Paris communiqué says there is nothing important transpiring in Macedonia, where rain and fog interfered with operations. Our aircraft dropped many bombs on Prilep.

What Bulgaria Proposed to Rumania.

November 30, 4.05 p.m.

According to Reuter's correspondent at Amsterdam, at a sitting of the Bulgarian Parliament, the Premier stated that prior to Romania's entry into the war Bulgaria offered not to attack Romania if the latter gave the Dardanelles to Bulgaria. Rumania did not reply.

Kimpolung Falls.

November 30, 5.05 p.m.

A German official announcement claims the capture of Kimpolung.

Raids by British Naval Squadrons.

November 30, 7.00 p.m.

An Admiralty announcement says that naval squadrons made daily raids on the Bulgarian coast between the 23rd and 28th, and have bombed Karjani. They secured a direct hit on Angista railway station, and the camp at Rovilov.

With machine guns, troops considerably damaged the aerodrome at Drama. They attacked Perna and Dukambos. Repeated attacks on Drama and Angista have borne satisfactory results.

All the machines returned safely.

Russians Attacking in the Carpathians.

November 30, 9.30 p.m.

A German official announcement says:—In the wooded Carpathians, on the Moldavian frontier, the Russians continued to attack and gained some advantage.

The announcement claims that the fall of Kimpolung opens the way across the Toerzburger Pass, and that the Germans captured 3,17 prisoners and seven guns at Kimpolung.

Russians Take 900 Prisoners.

November 30, 9.30 p.m.

A Russian official message states:—In the wooded Carpathians we took possession of Bokoda heights and captured a hundred prisoners. A battle is proceeding on the heights to the east of Kirilabat.

We have taken nine hundred prisoners in the last two days.

The enemy has occupied Kiman, which is seventeen miles south-south-east of Bucharest.

Violent Actions.

November 30, 9.30 p.m.

A Romanian official announcement states:—There have been violent actions on the whole north and north-west front. We progressed in the Bozen and Praha valleys.

Violent actions are proceeding at Gierscire.

The situation on the southern front is unchanged.

### BRITISH ADMIRALTY CHANGES.

What the French Papers Think.

November 30, 1.25 p.m.

According to Reuter's correspondent at Paris, the newspapers there pay a tribute to Admiral Jellicoe's unequalled experience, and the masterly manner in which he has blockaded Germany.

They say that Admiral Beatty is a most popular British sailor of proved capability. They hope that his energy, tempered by experience, will be manifested in a successful initiative.

### REUTER'S TELEGRAM COMPANY.

November 30, 7.55 a.m.

A meeting of shareholders of Reuter's Telegram Company has unanimously ratified the agreement whereby the Honourable Mark Napier, Lord Glenconner, Lord Peel and Sir Starr Jameson have purchased the property and assets of the Company for \$550,000.

Mr. Williams, one of the directors, presiding, emphasised that the names of the purchasers stood for all that was honourable and straightforward in British tradition. Their chief object was to assure that Reuter would remain Imperial, independent and impartial, and not connected with any financial undertaking.

### ACTIVITY ON ITALIAN FRONT.

November 30, 7.30 p.m.

An Italian official message says:—There is reciprocal artillery fire in the Trentino. Our batteries fired on billets on the Upper Avisio and the Middle Isonzo, and caught the opposing troops. They shot down two aircraft, and our own aircraft shot down two anti-aircraft guns.

## TELEGRAMS.

[Reuter's Service to The "Telegraph"]

### GERMANY'S COMPULSION BILL.

Angry Protests by Socialists.

November 30, 6.35 p.m.

According to Reuter's correspondent at Amsterdam, in introducing the Mass Levy Bill in the Reichstag, Dr. von Rathmann Hollweg said that their enemies did not yet desire peace. They were much superior numerically and the reasons for the Bill were forced under the incessant fire on the front. He claimed that the German lines were still unbroken, but admitted that the result of the Allies' vast supplies of shells could be seen on the Somme. He indicated that voluntary means for carrying out the Mass Levy would be utilized before compulsion was applied.

Other speakers generally approved of the Bill, but a representative Socialist minority declared that the party rejected the measure because it deprived workmen of the right to choose a place of abode. Even if the enemy were in Germany he could not treat the population that the Bill proposed to do.

A great commotion and angry protests followed.

### EXCESS PROFITS ON BENGAL JUTE.

November 29, 12.10 p.m.

The Board of Referees has increased the Statutory percentage for the Excess Profits Duty in the Bengal jute trade from six to seven per cent. in the case of companies and from seven to eight per cent. in the case of private firms.

### COTTON WORKERS' WAGES.

November 29, 12.10 p.m.

The Manchester operative cotton spinners have assured the Federation of Master Cotton Spinners that they will not participate in the cardroomers' agitations for an immediate advance in wages.

Twenty thousand weavers employed in the district controlled by the Federation have been officially informed that the five per cent. war bonus granted them in January will be transformed into a permanent advance, and a further five per cent. advance will be granted them from January next.

### THE IRON HEEL IN BELGIUM.

November 29, 12.10 p.m.

Reuter's correspondent at Havre states that Germany is imposing a new tax of £400,000 monthly on Belgium.

### U.S. BANKS AND FOREIGN LOANS.

November 30, 2.20 p.m.

According to Reuter's correspondent at Washington, the Federal Reserve Board has issued a statement cautioning the Federal Reserve Banks against locking up funds in foreign loans and treasury bills. Nevertheless it is announced that Anglo-French Treasury notes, ranging from one to six months, will be issued in limited amounts in response to a widespread demand from Banks and investors, but they must be non-renewable.

### THE GREEK CRISIS.

November 29, 2.20 p.m.

Allies Alleged Non-fulfilment of Promises.

November 29, 2.20 p.m.

Reuter's correspondent at Athens states that the allied Ministers visited the Foreign Minister in connection with the Epirus, where Graeco-Albanian guerrillas are organised to fight the Italian troops.

It is stated that the Ministers pointed out that Greece's promise to punish officers who organised bands had not been fulfilled.

It is said that Italy has demanded the recall and severe punishment of the officers concerned.

### GREEK WAR MINISTER RESIGNS.

November 30, 1.25 p.m.

Reuter's correspondent at Athens says that the War Minister has resigned on account of ill-health. The aged General Haxopoulos will take his place.

### SUBMARINE ACTIVITY.

November 30, 12.20 p.m.

Among the latest sinkings reported is that of the steamer Basewell.

A large enemy submarine attacked the Brixham fishing fleet without warning on November 28. Two trawlers were sunk by gunfire and bombs. A third was disabled and sinking when last seen.

The submarine fired on the boats after the trawlers had been abandoned. The shells went overhead.

The crews of three sunken trawlers have been landed.

### AUSTRALIAN COAL STRIKE SETTLED.

November 30, 3.30 p.m.

Reuter's correspondent at Melbourne says that the coal strike has been settled. The men will resume work on December 4.

### AMERICAN REQUEST TO BRITAIN.

November 30, 12.20 p.m.

Reuter's correspondent at Washington says that the Government has requested Britain and France to reconsider their refusal of safe conducts to the Austrian Ambassador, Herr Tarnowski.

### ANGLO-RUSSIAN FRIENDSHIP.

November 30, 12.20 p.m.

According to Reuter's correspondent at Petrograd, M. Trepoff has sent a message to Mr. Asquith saying that the indissoluble Anglo-Russian friendship has been strengthened for ever by the blood shed in the same cause.

### RUSSIA'S BUSINESS CABINET.

November 30, 12.20 p.m.

Reuter's correspondent at Petrograd says that the appointment of Count Gribkov as Minister of Agriculture is regarded as the first step in the formation of a Cabinet composed of communists.

## TELEGRAMS.

[Reuter's Service to The "Telegraph"]

### THE GOVERNMENT AND THE COALFIELDS.

A Trade Union Protest.

November 30, 4.05 p.m.

The South Wales Miners Federation has passed a resolution again demanding a fifteen per cent. advance in wages, and protesting against Government control not being applied to all the collieries in Great Britain.

### GERMAN CROWN PRINCE GOES TO AUSTRIA.

November 30, 4.05 p.m.

According to Reuter's correspondent at Copenhagen, the German Crown Prince has left Berlin for Vienna to attend the funeral of the Emperor Francis Joseph.

### GOOD NEWS FROM EGYPT.

November 30, 7.30 p.m.

The Sirdar of Sudan reports that all Ali Darfur's sons have surrendered and there are no more important men in the field. It is believed that organised resistance at Darfur is ended.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra].

### EARLIER TELEGRAMS.

#### ADMIRAL JELLINE'S NEW POST.

November 30, 1.50 a.m.

It is understood that Admiral Jellicoe is already at the Admiralty. When he struck his flag on the Iron Duke, the squadron manned ship and cheered him as he left the North Sea.

The imminence of the changes had been the gossip of London for some time in view of constant Press criticisms of the Admiralty.

The appointments have evoked general satisfaction as bringing to the Admiralty officers fresh from the sea with the most intimate knowledge of the present war problems.

Regret is expressed that Admiral Jellicoe is leaving the Fleet, in which he has inspired almost unparalleled confidence and affection throughout conditions of incredible difficulty. It is pointed out that the position is analogous to the transfer of Sir William Robertson and his colleagues from the War Office. Admiral Jellicoe's previous experience at Whitehall will be most valuable, as he had the reputation of working quietly, but of getting things done.

It is assumed that Admiral Sir John Jellicoe will be given a free hand to purge the Admiralty of every element of weakness.

The "Times" declares, that the departments of strategy, intelligence, and supply notoriously demand immediate attention. The whole reason for the change is public dissatisfaction at the lack of initiative and ignorance of the enemy's movements and ill-organised construction.

The papers, while anticipating a stronger policy, regard it as unlikely that Admiral Jellicoe has gone to the Admiralty with the idea of inaugurating radical changes in handling the Fleet. They point out that the brilliant and audacity of Admiral Beatty which have made him the hero of "the man in the street" and caused him to be regarded by the Navy as "a second Nelson," have been tempered throughout with judgment and prudence, thus justifying his selection for the arduous post.

There are three Admirals of the Grand Fleet senior to Admiral Beatty, namely Admirals Burney, Jerram and Sturdee; hence the promotion of Admiral Beatty to full Admiral is expected.

### THE DESTRUCTION OF TWO ZEPPELINS.

November 29, 6.10 a.m.

The news of the destruction of the Zeppelins was received with intense joy as proving to the Germans the immense improvement of the British anti-aircraft defences. The wonderful precision of the searchlights and guns is praised. One raider was hit by the guns five minutes after it had been picked up by the searchlights. Thousands of spectators cheered狂atically when the blazing monster, which was visible for forty miles, fell into the sea. An eyewitness describes the frantic efforts of the second Zeppelin to escape says it was travelling at a tremendous speed at a height of nine thousand feet. As it was approaching the coast, the aeroplane closed in and a dogged struggle followed. The raider rose higher but the airmen hung on while the Naval guns pitilessly shelled it. Suddenly the guns ceased. Two aeroplanes were seen alongside the airship which was speedily adrift. It then broke in two and plunged towards the sea. Destroyers and other craft raced to the scene and found only black smoke and oil on the surface of the sea. Few Londoners were aware of the aeroplane visitation. Some of those in the vicinity of the falling bombs took no heed, thinking they were motor-type bursting. The machine was a mere speck in the sky and the damage was most trifling.

## NOTICES.

# THE RED HAND COMPOSITIONS LIMITED, LONDON.

Contractors to the Admiralty, India Office, War Office, Crown Agents for the Colonies, &c.

## "THE RED HAND BRAND."

Anilousing Compositions for Ships' Bottoms, Antiseptic Paints, Ready mixed, for all purposes.

Supplies available from,

DODWELL & CO. LTD.  
SOLE AGENTS.

## THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment.—  
Principal features: Small Premium, Liberal Surrender Value, No Medical Examination, Return of Premium in the Event of Death, and Numerous Options at the Age of 25.

WRITE FOR PAMPHLET AND FULL PARTICULARS TO

DODWELL & CO. LTD. Agents.

## APEXIOR

### THE MOST RATIONAL REMEDY FOR BOILER TROUBLES.

SOLE AGENTS:

### THE EASTERN ASBESTOS CO.

Queen's Building, Chater Road, HONGKONG.

## THE HONGKONG ROPE MANUFACTURING CO., LTD.

ESTABLISHED 1883.

MANUFACTURERS OF

## PURE MANILA ROPE

8 STRAND  
14 to 15 CIRCUMFERENCE.

CABLE LAID  
5 " to 15 " CIRCUMFERENCE.

4 STRAND  
3 " to 10 " CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.  
Prices, Samples and full particulars will be forwarded on application.

SHEWAN TOMES & CO., General Managers.

## CASCADE & RED CROSS BEERS.

BREWED & BOTTLED by

Vancouver Breweries, Vancouver, B.C.

SOLE AGENTS:

## CALDBECK, MACCREGOR & CO.,

No. 15, QUEEN'S ROAD.

Telephone No. 75.

## NORTH BRITISH AND MERCANTILE INSURANCE CO.,

in which are vested the shares of THE OCEAN MARINE INSURANCE CO., LTD. AND THE RAILWAY PASSENGERS ASSURANCE CO.

The Unsigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents.

## Yorkshire Insurance Co., Ltd.

ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents.

## ASTHMA CAN BE CURED.

THEN why be half suffocated, and sit up all night coughing and gasping for breath when a SINGLE dose of

### NOBBS' ASTHMA CURE

will give you certain, prompt relief and ensure a good night's rest? This, the only genuine cure for Asthma, discovered by Mr. NOBBS a qualified Chemist, and a sufferer for many years, will, if taken when necessary, effect a radical cure of this erstwhile incurable malady.

Obtainable at Messrs. A. S. WATSON & CO. Ltd. and all Chemist and Patent Medicine Vendors

Price: \$2.50 per bottle.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

### PORLTAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 16th August, 1916.

## LESSONS IN CHINESE.

M. Li Ho Fan, a Chinese graduate versed in literature, has been a teacher of English to officials and merchants in this Colony for ten years.

He has a good method of training Europeans to speak Chinese grammatically and is a good teacher of Chinese literature. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write, care of "Hongkong Telegraph" office or direct to No. 160, Wellington Street, second floor.

SHEWAN, TOMES & CO.

Agents.

## PHOTOGRAPHS TAKEN ON CHRISTMAS CARDS.

IN ANY STYLE AS DESIRED.

—o—

CHEAP SALE OF VIEWS OF HONGKONG AND CANTON.

—o—

MEE CHEONG,

PHOTOGRAPHER.

1, Horse Street. Telephone 1013.

LEE KEE

BUILDING CONTRACTOR.

DEALER IN SANITARY GOODS.

MANUFACTURER OF MOSAIC TILES.

FIRE BRICKS AND SANITARY STOKE.

WARE PIPE IMPORTER AND

EXPORTER OF BUILDING MATERIALS.

Telephone No. 1483, Office & Showroom.

Head Office:—21, Wellington Street.

For the best Mosaic, Pottery,

Bread, Cakes and Confectionery, etc., before the 1st of Dec.

Price: ALEXANDRA CAFE.

## NOTICES.

## NOTICES.

## NOTICES.

## Glaxo

Gold Medal International Medical Congress Exhibition.  
By Royal Appointment to the Court of Spain.

## Builds Bonnie Babies

To be obtained at all Chemists & Stores.  
ASK YOUR DOCTOR!

## HOTELS AND CAFES.

## THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART, Manager.

## PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.  
FIFTEEN MINUTES FROM PRINCIPAL LANDING STAGE.  
FIRE-PROOF, RESIDENTIAL and TOURIST HOTEL. Furnished for Comfort, Health and Convenience. Telephones every Room; prompt connection maintained by six lines to Central, Moderate Tariff and Excellent Cuisine, Hotel Garden and Swimming Pool. European Banquet meets Standards.

P. O. PEISTER, Manager.

## GRAND HOTEL.

A spacious and up-to-date Hotel, most central location, with the vicinity of all the principal Banks. Noted for the best Food, Refreshments, Accommodation and Cleanliness. Cuisine under European Supervision.

A first-class string Orchestra renders selections from 1.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for shipping people.

For further particulars apply:

MANAGER.

Telegraphic Address "COMFORT."

Telephone No. 197.

## KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRICAL LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telegraphic Address: "VICTORIA."

J. WITCHELL, Manager.

## ST. GEORGE'S HOUSE.

2 and 4, KENNEDY ROAD. Telephone 115. Private hot, affording every comfort. Large and airy rooms. Splendid View of Harbour. Excellent Cuisine under Personal Supervision of the Proprietress.

For Terms apply:—MRS. LOSSIUS, Proprietress.

## STATION HOTEL,

KOWLOON.

First class and most up-to-date Residential and Tourist Hotel. Two minutes from the Ferry. Moderate tariff and most excellent cuisine under entirely European management. Monthly and Family rates can be arranged on most reasonable terms.

Apply:—THE MANAGERESS, Kowloon.

Telegraphic Address: "TERMOTELE." Code Used: A.B.C. 5th Edn.

## NEW MACAO HOTEL,

PRAYA GRANDE, MACAO.

The above Hotel was opened on August 1st, 1916, under new proprietorship and Management. The Hotel offers all the facilities and comforts excellent accommodation. Large dining room facing the sea and a private veranda overlooking the harbour. Large and airy rooms, excellent sanitary arrangements, Hot and Cold Bath, Swimming Pool, Light and Fans. Private Bar and Billiards. Terms Moderate. For further information apply to

Telegraphic Address: "Phoenix."

THE MANAGER.

Tel. No. 1877.

1877.

## ALEXANDRA CAFE.

Our Bread is made from the Best Quality Flour only and can be obtained and orders taken at WEES DAIRY, 21, Felling Road, ON LEE Confectionery, Haiphong Road, KWONG YUEN MOW, Compagnie Kwong Foo, Compagnie, Haiphong Road, KWONG YUEN MOW.

Orders may be left with the above for any of our products. We put up absolutely the Best Tiffins and Dinners, New Menus for Each Meal. Price one Dollar Each, or 30 Meals for \$500 good for any time. Tea is Canteen 25 cents.

We Guarantee everything fresh and sold by the Alexandra Cafe to be of first Class Quality. Try our own Park Sandwiches and Park Pies. Pure Java Coffee Roasted and Ground Daily and put up in elegant paper cups. Tea at 25 cents. We give you a Splendid Cup of Lipton's Tea. Prices and other details of every

just give us a Trial and you will be more than satisfied.

## NOTICE.

## DRAGON MOTOR CAR Co.

MOTOR CARS FOR HIRE & SALE.  
PROMPT SERVICE.

Soie Distributors for South China and Macao for the OVERLAND and HUDSON Motor Cars, the TRUMBULL Cycle Car, NEW COMET and the HARLEY DAVIDSON Motor Cycles.

TEL. 482.

PROPRIETOR, C. LAURITSEN.

Tel. 482

## FRENCH LESSONS

C. MOUSSION.

15, Mortimer Hill, London.

For the best Maitre, Boulanger, Patisserie, Bread, Cakes and Confectionery, etc., before the 1st of Dec.

Price: ALEXANDRA CAFE.

## DURESCO.

The Colorwash that is more trouble to apply, but which lasts, not twice, but ten times longer.

Wonderful for outside work.

The only reliable COLORWASH on the Market.

Large variety of artistic shades in stock.

STOCKS KEPT BY:

## ALEX. ROSS & CO.

MACHINERY OFFICE.

No. 4, DES VIEUX ROAD CENTRAL.

## GENERAL NEWS.

### F.M.S. Tigers Busy.

The continued depredations of marauding tigers in Negri Semban are having a disturbing effect on estate labour forces. Planters are feeling increasing anxiety, and strongly urge prompt action by Government, whether by raising the reward or sending out men to deal with the pests.—Exchange.

### The Laohukai Affair.

Moors Lou Hsing-ching and Wen Te-yeung, representing the citizens of Tientsin, came to Shanghai by train and called on Dr. Wu Ting-fang at his residence on Gordon Road on the 21st instant. They requested to Dr. Wu, what they termed the true state of affairs regarding the Laohukai dispute. They requested him to disclose to them his plan of procedure and his policy in the future. Dr. Wu promised them to do his best, assuring them that he would leave for the north in a few days.—Exchange.

### Greeks in America.

Washington, Oct. 20.—There are 45,000 Greeks in the United States ready to fight for the cause of liberty by enlisting in the Army of Provisional President Venizelos. "Venizelos" is a statement made by M. Petros Tatianis, founder of the Greek National Herald and of the recently-organized Greek National Defense Committee. The Committee was formed only five days ago, and already 500 men in New York have enrolled as recruits. Of the 500,000 Greeks in the United States, M. Tatianis says, 90 per cent. are heart and soul

## GENERAL NEWS.

Twelve Years for a British Prisoner.  
Mrs. Higham, of Barrow-in-Furness, the wife of Private R. Higham, has been informed by the War Office that her husband, who has been a prisoner of war in Germany for 15 months at Giessen and other centres, has been sentenced by the German military authority to 12 years' imprisonment for alleged mutiny.

State Munition Schools.  
Part of the official substitution of labour plan to free young men for the Army is the establishment of State instructional workshops. In these workshops men rejected for active service, together with others over military age, will, says the Daily Sketch, be trained for various branches of munition work. After about six weeks' instruction it is suggested that the more efficient should be drafted into munition factories to take the places of men under 30 who are physically fit for general service.

No Experimenting on Wounded  
Paris, Oct. 21.—The Chamber of Deputies today discussed an interpellation on the subject of certain wounded soldiers being forced to submit themselves to painful medical and surgical treatment, the efficacy of which is not clearly established. The Chamber adopted a resolution by 362 votes to 6, expressing its confidence that the Government would ensure that the treatment of wounded soldiers reconciled their rights with the necessities of national defence and that the same medical and surgical treatment should be in force for both officers and men.

The Obnoxious Eagle.  
Sir Albert Rillit, who represents the University of London on the governing body of the Sir William Perkins School, Chertsey, recently discovered that the Prussian eagle figured in the coat-of-arms attributed to the founder and placed over the main school entrance. Sir Albert thereupon searched the records at the Clerical College, and found that Sir William Perkins had no crest or arms at all. The governors have now passed a resolution recording that the architects had no authority for attributing the offending arms to the founder, and are appointing a committee to consider the best means of dealing with the matter.

Historic Names.  
In New South Wales light or improper use of the name Anzac is reported officially prohibited. That is to say, it must not be adopted as the name of a house, institution, vehicle, or boat, under penalty of £100 or six months' imprisonment for infringement. That is the way they have "down under" of inculcating reverence. In this country observes the Globe, we are Gallois in such matters, although our habit of calling streets, individuals, and public-houses after military or naval heroes, famous victories, or incidents of war need not be taken as a want of respect. Usually it is inspired by the opposite spirit. A curious by-product of this system is that of fixing the date of the institution or individual. "Bagian Arms," "Saracen's Head," or "Corunna Tavern" are historical landmarks, like a "Jellicoe Beatty" baby.

## NOTICES.

**FREE TO ALL SUFFERERS**  
from Skin Diseases, Ulcers, Eczema, Psoriasis, Rheumatic Diseases, Chronic Weakness, Ulcerative Colitis, Pleurisy, &c., &c. The new and wonderful remedy offered by THE NEW THERAPY READING, and the author of the remedy for your own personal use is DR. LECLERC MARCHAND, 12, HAMPSTEAD LANE, LONDON, ENGLAND. Price 2/- LEARNER'S CREAM.



## NOTICES.



## Children get a lot of pleasure from the Victrola

It affords them many hours of splendid entertainment. And at the same time it helps to develop their musical taste—enables them to become familiar with the best in music.

If there are children in your home, you will naturally appreciate what a Victrola means to you and to them.

Come in and hear some of the Vicrola music. Bring the children along and we'll play some of their favorites. Victoria \$15 to \$400. Victoria \$10 to \$100. Easy terms can be arranged, if desired.

Prices quoted in American (Gold) Dollars.

**MOUTRIE'S**



**N. LAZARUS,**  
OPHTHALMIC OPTICIAN.

THE ONLY  
**EUROPEAN OPTICIAN**  
IN THE COLONY.

DOCTORS' PRESCRIPTIONS ACCURATELY FILLED.  
**N. LAZARUS,**  
OPHTHALMIC OPTICIAN  
28, QUEEN'S ROAD CENTRAL.



TO BE FOUND ON THE BEST TABLES.

## PUBLIC AUCTION.

**GEO. P. LAMMERT.**  
AUCTIONEER, SHARE &  
GENERAL BROKER.

HE Undersigned has received instructions to sell by Public Auction on MONDAY, the 4th December, 1916,

commencing at 2.30 p.m. at No. 21, Conduit Road

A Large Quantity of Valuable Household Furniture

Comprising:-

Tusk hatstand, tapestry covered couches, armchairs & chairs, morocco covered Chesterfield couch, overmantels, music cabinets, brass fenders, mantel clocks, oil paintings, pictures, vases, ornaments, etc., etc.

Teak sideboard with bevelled mirror, extension dining table & chairs, dinner wagon, tea tables, ice chest, dinner & dessert services, cutlery & glassware, etc., etc.

Double brass and brass mounted iron bedsteads, double and single wardrobes with bevelled mirrors, dressing tables, chest of drawers, washstands, toilet crockery, carpets, rugs, curtains, etc., etc.

Also  
A Quantity of Blackwood Ware.

1 Grand Piano by "C. Bechstein."

1 Cottage Piano,  
On view from Sunday the 3rd December 1916.

Catalogue will be issued.  
Terms—Cash on delivery  
**GEO. P. LAMMERT.**

## NOTICES.

## "KIS MET"

## IN AID OF THE STAR AND GARTER BUILDING FUND.

HOLDERS of Vouchers entitling them to book, in advance are reminded that these should be exchanged at Moutrie's for tickets on FRIDAY and SATURDAY, 1st and 2nd December from 9 a.m. After commencement of the General booking on MONDAY, 4th December, seats cannot be guaranteed to holders of advance vouchers, but the same can be used for ordinary booking at their face value.

Teak sideboard with bevelled mirror, extension dining table & chairs, dinner wagon, tea tables, ice chest, dinner & dessert services, cutlery & glassware, etc., etc.

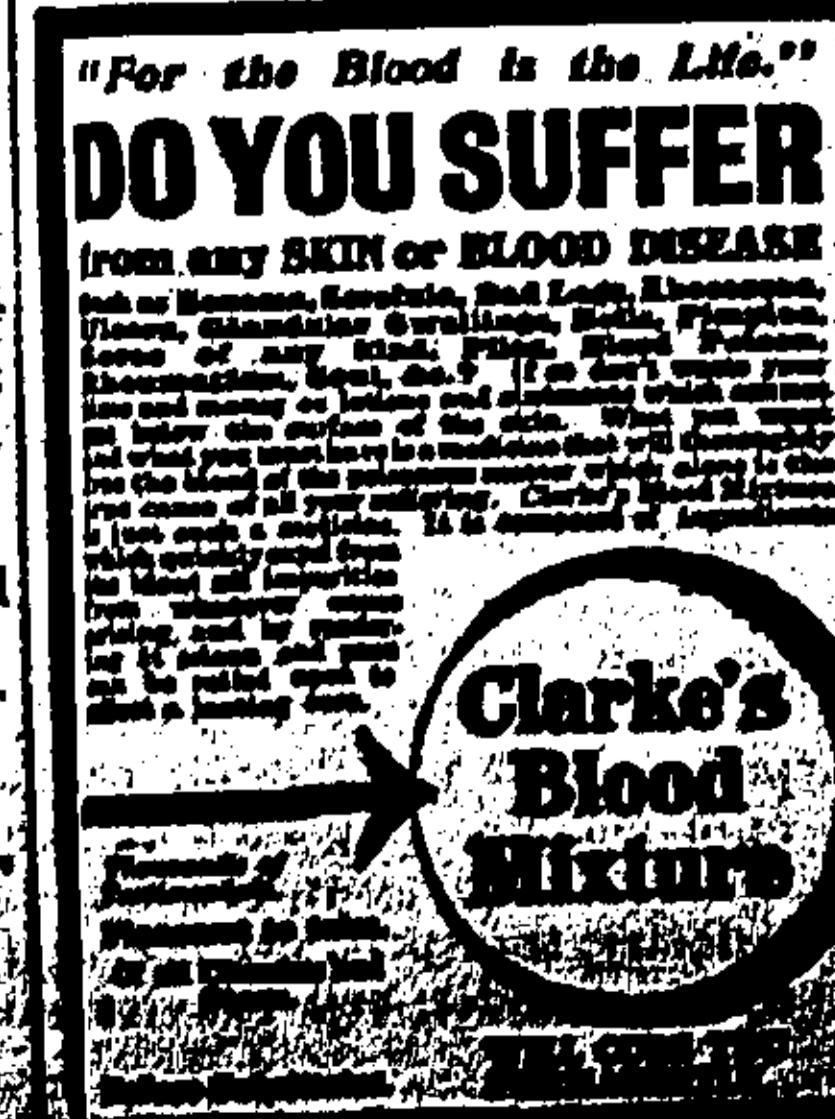
Double brass and brass mounted iron bedsteads, double and single wardrobes with bevelled mirrors, dressing tables, chest of drawers, washstands, toilet crockery, carpets, rugs, curtains, etc., etc.

Also  
A Quantity of Blackwood Ware.

1 Grand Piano by "C. Bechstein."

1 Cottage Piano,  
On view from Sunday the 3rd December 1916.

Catalogue will be issued.  
Terms—Cash on delivery  
**GEO. P. LAMMERT.**



## Prepaid Advertisements.

ONE CENT PER WORD  
FOR EACH INSERTION.

## TO BE LET.

TO BE LET.—First Class shop in Chater Road next Moutrie's Lane at rear. Apply—Clark & Co.

TO LET.—From 1st May, 1916, Offices, 2nd Floor, St. George's Building. Apply to—SHewan, Tomes & Co.

TO LET.—Furnished Rooms, with or without Board; Bath-room to each Room. Electricity throughout. Apply Palace Hotel, Kowloon.

TO LET.—From 1st November next, flats in "Two Mess," No. 8 the Peak. Apply Property Office, Jardine, Matheson & Co., Ltd.

TO BE LET.—European House No. 19, and Ground Floor of No. 20, Kennedy Road, with bath rooms, detached kitchen and servant quarters, also electric lights &c., complete. Apply Phone No. 906 or 551, or on premises.

TO BE LET.—Four-roomed houses in Gordon Terrace and Salisbury Avenue, Kowloon.

TO LET OR FOR SALE—Kowloon Marine Lot 48, with wharf, area 58,000 sq. ft. suitable for coal storage or erection of godowns.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings.

Hongkong 15th September, 1916.

FOR SALE OR CHARTER.

TO BE LET.—Offices at Cor- naught Road, C. Offices in King's & York Buildings.

Houses in Clifton Gardens, Conduit Road.

Houses in Broadwood & Moreton Terraces.

No. 21, Wong Nei Chong Road. Houses on Shamen, Canton.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

FOR SALE.

THE following fast and powerful Launches at moderate rates:

"TINA"—Length 75 Feet.

Beam 15'

Depth 8'

Speed 11 Knots.

"TINSHUN" Length 80 Feet.

(now) Beam 14 ft. 8 in.

Depth 8 ft. 3 in.

Speed 10½ Knots.

For Price and full particulars please apply to:—Mr. CHENG PING, 9, Glenaly Road, or 57, Jervois Street, Kwong Yuen.

## NOTICES.

## ROSENSTOCK'S 1917 DIRECTORY

and

Commercial Gazetteer of China and Manila will contain a complete Directory of Firms and Personnel, the principal Chinese Firms, Government and Municipal Officials, Consulates, Public and Private Schools, Missions and Members, Clubs and other Associations and an alphabetical list of Foreign Residents in

Amyung, Antung, Canton, Changchun, Changsha, Chefoo, Chingkiang, Chinwangtso, Chinkiang, Dairen, Hangchow, Hankow, Harbin, Hongkong, Ichang, Klikiang, Lungkow, Macao, Manila, Mouki-dan, Nanking, Newchwang, Ningpo, Peking, Port Arthur, Shanghai, Shantou, Soochow, Tientsin, Tongku, Tsingtau, Yuchow, Wei-haiwei, Wan-chow, Wu-hu.

together with

a Trade Directory of the Principal Centres, a Commercial Gazetteer of China and an Abridged History and General Trade Report of China and a Description and Trade Report of each City.

Information of all Firms, Clubs, Associations, etc. published gratis.

Black Form & Application to BREWERS & CO., Sole Agents, Hongkong Hotel Building

## REPAIRS! REPAIRS!! REPAIRS!!!

CHRONOMETERS, CHRONOGRAPHS, REPEATERS.

ALL DESCRIPTIONS OF HIGH GRADE WATCHES.

CLOCKS & INSTRUMENTS CLEANED & REPAIRED

BY AN ENGLISH WATCHMAKER.

ALL WORK DONE ON THE PREMISES.

JAMES STEER

PRACTICAL CHRONOMETER AND WATCH MAKER.

(GATE OF ONE & GAUFF & CO.)

NOTE THE ADDRESS: 4, D'Aguilar Street.

## MAN LOONG.

## NOTICE.

## PIST-GLASS PRESERVES, SINGER

## AND SOY MANUFACTURERS.

Factory at Tsimshai

OFFICE: No. 24, Des Voeux Road, W.

Telephone: No. 277 & E. 15.

We are the exclusive Manufacturers in

China of the following articles:

PIST-GLASS PRESERVES, SINGER

AND SOY.

## AN IDEAL XMAS PRESENT.

OUR

## "CHINA BY LAND &amp; WATER"

IS A GIFT THAT WILL BE PARTICULARLY WELCOMED BY CHINA HANDS WHO ARE SERVING THEIR COUNTRY ON LAND AND SEA. IT WILL GIVE THEM AND THEIR COMRADES INFINITE PLEASURE.

## 30 PICTURES.

PACKED IN NEAT BOX READY FOR POSTING.

PRICE \$5.00.

A. S. WATSON &amp; Co., Ltd.,

HONGKONG.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication. But as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition Western Union

Office address: 11, Ice House St.

## BIRTHS.

DAVISON.—At Bedford on the 29th November, to Mr. and Mrs. Davison of Kowloon Dock, a son.

HUMPHREYS.—At Oaklands, California, on November 30th, to Mr. and Mrs. Alfred D. Humphreys, a son.

## The Hongkong Telegraph.

HONGKONG, FRIDAY, DECEMBER 1, 1916.

## THE CROWN COLONIES AND COMPELSSION.

Lieutenant Commander Wedgwood has once again directed the attention of the House of Commons to the question of the application of compulsory service to Europeans in the Crown Colonies. It will be recalled that about a fortnight ago he sounded Mr. Bonar Law on the point, and the Secretary of State for the Colonies assured him that the influence of the Colonial Office was being directed towards securing the largest possible man-power from the group of Colonies of which Hongkong is one. He has now gone a step further and has suggested that compulsion should be applied to white men not only in these Colonies but in India and Egypt as well. Mr. Bonar Law's reply to this proposal is that advice, which he had received, has led him to believe that the adoption of the suggestion would not add any appreciable number to the Army, and he is therefore not prepared to recommend the necessary legislation. That is as far as the matter is taken at present.

At first sight there would seem to be a conflict in the attitude revealed by the two pronouncements. In the one instance, Mr. Bonar Law definitely asserts that the Colonial Office is directing its efforts to "securing the largest possible man-power from the Crown Colonies" and in the other, he shows himself as being inclined to apply to these Colonies the demands which have been made on young men at Home. It is quite fair to infer from the latest declaration of the Secretary of State that if compulsion were put into force the Army would be strengthened—though Mr. Bonar Law says not appreciably so. That being the case, how can the Colonial Office be said to be exercising its influence to obtain the "largest possible man-power"? But that point is not of great importance. The question is whether the latest utterance of Mr. Bonar Law's represents the final decision of the authorities, and whether we can go along on the assumption that there will be no change in the present arrangements. There are those who hold that view, but for ourselves we are by no means convinced that the last has been heard of the matter. We have not the figures by us, but we should imagine that from the thousands of eligible white men in the Crown Colonies, India, Egypt and Ceylon it would be possible to comb out a by no means inconsiderable contingent of fighting men, while at the same time taking care not to dislocate really vital commercial and industrial interests. That is not taking into account at all the very large number of other than white British subjects who have taken the oath of allegiance, many of whom could be trained into really good fighting material.

Despite all that has been said, we are still of the opinion that from Hongkong itself there could even now be risked out of civilian life quite a respectable total of young men who, when it comes down to the absolute bare necessities of trade, are not serving any really essential ends here. And we still think it something of an anomaly that, while great sacrifices are being made by men at Home, the youths of Hongkong and of some other parts of the Empire are bearing little or no part in the war. They are not all slackers: many of them would, we do not hesitate to say, welcome the call to arms. As we read the situation, it is that, for the present, there will be no extension of compulsory service to the Crown Colonies. But there is no reason to suppose that, if the war goes on indefinitely, the Imperial Government will not revise its attitude on the question. In the last resort every man may count, and though we may be among the last to come into line, we may be sure that the authorities will not hesitate to take any step that may be considered necessary to attain final victory.

Mr. F. A. Hazelton.

## DAY BY DAY.

THERE IS BUT ONE THING THAT CAN NEVER TURN INTO SUFFERING, AND THAT IS THE GOOD WE HAVE DONE.—Masterlinck.

The Mail.—Cited per a.s. Malta at 11 a.m. to-day.

The opening rate of the dollar on demand to-day was 2s. 3.15/16d.

To-morrow's Anniversary. To-morrow is the 11th anniversary of the great French victory over the Austrians at Austerlitz.

The National Mission. On Sunday December 3 and 10, worshippers of St. John's Cathedral are requested to be in their seats ten minutes before the services. After then, any seats not occupied will be filled as required.

## Small Fire.

An incipient fire broke out at the Kee Wah Knitting Factory yesterday, but was extinguished by the workmen of the factory before it had become serious. Very little damage was done. The outbreak was caused by the firing of a motor engine.

Formerly in Hongkong. Lieutenant and Quartermaster J. H. McClelland, R.A.M.C., who was Sergeant Major at the Military Hospital, Bowen Road, before receiving his commission, is included in a list of those added to the names mentioned in the despatches of Sir Charles Monro.

Alice Memorial Hospital. The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

—Lung Yen-po, \$100; Chan Pe-sin, \$100; Choi Chan-san, \$50; Li Shin-hoi, \$50; Li Yan-chun, \$50.

The New Defence Regulation.

Reuter tells us to-day that the Board of Trade now has power to take possession of any coal mine where it is deemed expedient for the defence of the Realm, thus bringing the coal trade "within the scope of the Munitions Act," limiting the owners' profits, and restricting the freedom which miners almost alone enjoyed among workers of national importance."—But, in Heaven's name, why could not this have been done two years ago? All this time our magnificent Government has been enduring "cheek" from trade unionists and strikers, whom most other nations would have met with bayonets or bullets; has been asking them if they would so very much mind refraining from hindering the efforts of our army and navy; and only after two solid years of this sort of fooling has it discovered what was obvious to every sane man in the Empire. So with the profit-grabbers. For two years the Government has permitted these sharks to tyrannise over lawless householders and, worse still, to act in such a manner as to induce men to grumble and to strike. Why cannot we take a few leaves out of Germany's book?

## Our Cabinet.

Germany foresees everything (except defeat); and our politicians in the Cabinet foresees practically nothing. Almost the day before war broke out, the Radicals were telling us that it was wrong to spend money in ships and guns; they were also telling us, per Mr. Winston Churchill, that, if Germany should dare to send an airship to our coasts, that same airship would be sent about its business, chop-chop, by a swarm of hornets. Soon after hostilities had commenced, Mr. Asquith was good enough to announce that it was a case of "business as usual"—a statement about as safe as his remark as to Mesopotamia on November 2 of last year: "I do not think that, in the whole course of the war, there has been a series of operations more carefully contrived; more brilliantly conducted and with better prospect of final success." If all this kind of thing is the result of putting lawyers at the head of a Government, the sooner a change comes, the better. Personally we would rather be governed by navvies than by these legal wise-agers. Navvies would at least have told both strikers and profiteers how many different kinds of scoundrels they were, and would have hit them on the something head with a smacking brick if him \$500, or, in default, six weeks' hard labour.

Mr. Hazelton's Departure. Among the passengers leaving the Colony to-day by the a.s. Malta was Mr. F. A. Hazelton, who has been first Police Magistrate in Hongkong for a great number of years. We announced some time ago that Mr. Hazelton was giving up his position to go Home on pension. This morning there was large number of friends to see him off, included among whom were the Chief Justice (Sir William Rees Davies) and other members of the legal profession.

Steal Caps. A tallyman employed at the Hongkong and Kowloon Wharf and Godown Company was charged before Mr. C. D. Melbourne, at the Police Court this morning, with being in unlawful possession of nine caps. It was stated by Inspector Gordon that a ship was in few days ago and it was found that a half of caps had been broken open. It could not be found whether any caps were missing, but these caps now found were undoubtedly of the same sort. The caps were very good ones, having been made by a shop in Old Bond Street, London, and they were valued at \$3 each.

Defendant's excuse was that he bought them from two men in Canton Road. His Worship fined him \$500, or, in default, six weeks' hard labour.

## AEROPLANE AND AIRSHIP RAID.

## The Future of Flying.

London, October 26.—The visits of solitary hostile aeroplanes to the South-East of England and the Thames Estuary are obviously reconnaissance trips; the enemy can pretend that any serious damage is done. Last Sunday's raid was destroyed during his return journey. The one that came on the following day was flying at such a height that he could not have secured any important information. If the enemy had any further intentions they have not yet been manifested. Possibly the scout reported adversely. It is an opportune moment to repeat the reminder that our own airmen are frequently seen over German territory, and to far more purpose.

We know from experience that cold weather, provided the times are favourable, does not prevent Zeppelin raids. One reason is that the motors can be rendered immune from the interference of frost. As to the lifting power of the gas, it is increased by low temperature provided there be no violent fall of temperature during flight. On that score the winter is favourable, there being a smaller temperature decline with altitude at this season. As to the officers and crew, they can be protected against extreme cold.

An "aviation expert" is reported by a contemporary to have said: "The temperature at an altitude of from 8,000 to 10,000 feet is uniformly cold all the year round, and in the coldest month of the year the temperature 'upstairs' is the same either on a warm or cold day on earth."

That is not the case. To arrive at the level of uniform seasonal temperature it would be necessary to ascend to tremendous heights and at present unattainable altitudes. According to Gold and Harwood (British Association Report, 1909) at a height of 3 kilometers (9,840 feet) the difference in temperature between January and July is about 9.8 Centigrade (about 17.6 F.) whereas on the ground the difference is about 21.9 Centigrade (39.4 F.). Even at 5 kilometers (16,400 feet) the difference is 8.6 C. (15.4 F.). At thrice 5 kilometers the difference between January and July is 9.1 C. (16.4 F.).

In attempting to forecast the peace future of flying America must be taken into very serious consideration. Europe might, in a moment of ignoble panic, adopt a repressive policy towards aviation—more drastic than the mere licensing of pilots and the regulation of aerial navigation. This policy—and the writer would again sound the warning—would take the form of the retention on one pretext and another of present war restrictions.

To avert it we must have intelligent statesmanship. The public must never be allowed to forget how Germany succeeded in developing the only first-class airship, the best sero-motor, and the biggest aeroplane fleet: it was by the encouragement of private experiment and industry. There is a lesson nearer home; throughout the early part of the war the Royal Naval Air Service had the best and widest choice of machines simply because they were not tied to the aeronautical string of the R.A.F.

The War Office aeronautical department won through only as it was forced, under the exigencies of war, to go farther afield than the R.A.F. Apart from the invaluable work of early investigators, Chanute, Wenham, McCurdy, Curtiss, the Wright Brothers, Montgomery and others, America has played a disappointing part in the development of flying. In this direction, as in some others, she has exhibited an uninspiring side of democracy that offers a glaring contrast with, for example, the French democrazay. But the moment has arrived for a great change; although so jejune, and futile, and blatant are some recent activities of American aeronauts and aerostatic interests that it needs the eye of perception to see the better time that is at hand.

America will not subscribe to proposals for prohibition, or for unreasonable repression. And America has her own problems of industry, transport, politics, and social life. She has a long way to go before she can compete with Europe in aeronautics, but she is making progress.

energy of her people is another factor in the situation.

The Atlantic will be crossed by an aeroplane, and that soon. Is it to be imagined that Great Britain will forbid this, or, after it is accomplished, say "Thus far but no further"? There is scarcely any limit to the folly of nations; but we may be sure that even if England and Europe prohibited further flying, the Americans would not come into line, any more than will Australia and Africa and China.

With regard to the crossing of the Atlantic, projects are already afoot, and the autumn of 1917 or 1918 is indicated as the probable date of the first successful attempt. The achievement will be one of many factors introducing the big aeroplane as a commercial possibility. More about the development of big aeroplanes, as well as the demand that will arise and be met for small inexpensive craft, in another article; meanwhile, a word about other United States and British Colonial aviation activities.

The United States Post Office Department recently advertised for proposals for carrying mails by aeroplane. Eight routes were indicated, the distances varying from 52 to 280 miles. For example, the route between New Bedford and Nantucket is 52 miles, and by aeroplane it could be covered in less than an hour. By existing methods it takes six hours. Machines carrying 500 lbs. of mail could be used up to the number required, and the fuel and oil for such a short journey being a small item the project appears quite feasible. As to the longer routes, intermediate landings would have to be made for fuel. To take another example, the route from Valdez to Fairbanks, Alaska, 358 miles, three times a week throughout the year, is to occupy two days. Penalties are prescribed for non-fulfilment of contract if the failure is the fault of the contractor.

The offer is not yet likely to be accepted, although there is nothing essentially impossible in the conditions. Some of the suggested services could be started at once. As to the more difficult ones, they are a hundred times more probable than appeared the London-Manchester race project, which two years before it was actually fulfilled, came in for the derision of a section of the London Press.

The French showed what could be done in colonial aviation by the regular services they inaugurated in Africa long before the war. Australia and Canada could probably use aircraft for the linking up of widely separate posts, the connection of which by railway is at present not financially justifiable. One apprehends difficulties in the coldest parts of Canada during the winter, but a seasonal interruption would not be a very serious drawback.

All these projects are possible with aircraft of the present day; but the satisfactory introduction of the big machine driven by at least triplicate power plant, and capable of non-stop journeys of, say, ten hours with a heavy useful load—even allowing nothing for any improvements in the way of cheaper power, which are confidently expected by engineers—and the place of aircraft in the development of the colonies is assured.

No more need be said on these points, but it remains only to consider the probable developments of the big machine and, at the other end of the scale, of the small cheap aeroplane and facilities to fly it.—Observer.

A Widow's Losses. A widow, living at 13 Centre Street, West Point, awoke yesterday morning to find that her basket containing \$35 had been broken open and the money extracted. She began a search and went into the room of a man living in the house, where she found a jar of water, at the bottom of which was \$5 in small money, wrapped in paper similar to that which she had used. She sent for a detective, who arrested the man on whom was found another \$10, which the woman claimed had been wrapped up by herself and put in her basket. The other money was not recovered. Before Mr. C. D. Melbourne, at the Police Court this morning, the man was charged, under the exigencies of war, to go farther afield than the R.A.F.

A good deal of conversation took place on this matter, and it was eventually decided to grant a restaurant licence which allows the applicant to serve drinks with meals between the hours of 12.30 and 2.30 in the day and 7.00 and 10.00 at night.

## HOWITT PHILLIPS CO.

"Peg o' My Heart" at the Victoria.

Despite strong counter-attractions, the Victoria Theatre was well crowded last night, when the Howitt Phillips Company made a welcome reappearance after a successful season in the North. The play staged was "Peg o' My Heart" which the Company had produced twice previously in Hongkong. It was splendidly handled, and those in the cast were given a rousing tribute of applause when the final curtain was rung down. The story of wayward, mischievous, impulsive and unconventional "Peg" is well known, and all that need be said of the interpretation of the part, which was in the hands of Miss Doris Phillips, is that she made the rebellious Irish girl a most lovable character. Her acting was very clever all through. Naturally, the lion's share of the work fell on her, but a word should be said of the manner in which Miss Isabel Flagstaff portrayed a most difficult role. She was the cold, languid soul-less society girl, and she gave a really remarkable study of the part. Mr. Wheeler Dryden was also most happy as the smart young man always promising to start work but never doing so. Miss Lilian Stanbridge was admirable as Mrs. Chichester, while good work was also done by Mr. Charles Howitt and Mr. Percy Beaverstock.

The Company concludes its brief season to-night with "What the Butler Saw."

## LICENSING BOARD.

Business at This Morning's Meeting.

A meeting of the Licensing Board was held at the Council Chamber this morning, over which Mr. A. G. M. Fletcher (Acting Colonial Secretary) presided. There were also present Sir Paul Chater, O.M.G., Messrs. T. F. Hough, A. Mackenzie, R. O. Hatchison, the Hon. Mr. E. Shelling and Mr. R. A. C. North (Secretary).

The Chairman first announced that the question of the Hongkong Hotel's application for a bar licence in premises apart from the Hotel was to have been considered, but he had received a letter from their solicitors saying that the management had decided to withdraw the application.

The only other business was the consideration of an application by a Japanese for a licence in respect of a restaurant at 1, Haiphong Lane, Wanchoi.

Mr. P. W. Goldring appeared for the applicant and said there was no question of the licensee being used by Europeans, but only by Japanese and Asiatics. His client was instigated to make the application by the officers and crews of the Japanese coaling steamer at Wanchoi, who felt the need of a hotel where they could obtain refreshment. All the other Japanese hotels in the Colony were well conducted, and his client had testimonials as to his good character. There were upwards of 1,000 Japanese people living at Wanchoi and that, with the shipping offices, made the need for a licence.

A good deal of conversation took place on this matter, and it was eventually decided to grant a restaurant licence which allows the applicant to serve drinks with meals between the hours of 12.30 and 2.30 in the day and 7.00 and 10.00 at night.

## St. Andrew's Night.

In celebration of St. Andrew's Night, the management of the Hongkong Hotel served special menus both in the dining room and the Grill Room. During the meal, the pipers from the Paisley Band "played in" the Haggis, which was carried by a Chinese steward on a tray decorated with tartan. There were also performances by the band.

## TELEGRAMS.

[Neutral's Service to the "Telegraph."]

(Continued from Page 1)

## IN THE BALKANS.

Germans Capture Important Point.

November 29, 11.15 p.m.

According to a German official statement they captured Pitesti, an important railway junction in Rumania.

Kimpolung Threatened.

November 30, 7.10 a.m.

Pitesti is an important railway centre. One line runs direct to Bucharest, seventy miles south-east. Its occupation means that Kimpolung is cut off.

An Enveloping Movement.

November 30, 7.10 a.m.

General Mackensen's composite force of Austro-Germans and Turco-Bulgarians are reported in a Russian communiqué to be nearing Calugareni, twenty miles from Bucharest and sea from the outlying fortifications. Simultaneously the enemy is attacking the Danube ferry at Oltenita, farther east, apparently with the intention of further enveloping the Rumanians. A battle to decide the fate of Bucharest is therefore imminent.

Enemy Attack Repulsed.

November 30, 12.10 a.m.

According to a Rumanian official statement an enemy attack on November 29 in Prisova Valley was repulsed. It records intense artillery fire elsewhere. Otherwise the situation is unchanged.

Enemy Occupies Four Towns.

November 30, 12.10 a.m.

A Russian communiqué says that in western Wallachia the Rumanians are falling back eastward under enemy pressure. The enemy occupied four towns on the Alexandria and Zumnitz Roads, and advanced in the direction of Koulogoureni.

## CONTROL OF COALFIELDS.

State Possession Provided.

November 29, 10.25 p.m.

It is officially announced that the Board of Trade, under the Defence of the Realm Consolidation Regulations, assumes on December 1 possession and control of the South Wales coalfield.

The Master of Wages.

November 30, 1.35 a.m.

The Press Bureau says a new Defence Regulation empowers the Board of Trade to take possession of any coal mine, where it is deemed expedient in the defence of the realm. The Board of Trade has appointed an Advisory Committee representing itself, the Home Office and the Admiralty to apply the regulation to South Wales. It will meet forthwith and deal with the matter of wages.

A Dangerous Dispute Ended.

November 30, 4.30 p.m.

The Government's control of the South Wales coalfield adds a complicated and dangerous dispute, and incidentally brings the coal trade within the scope of the Munitions Act, limiting the owners' profits and restricting the freedom which miners almost alone enjoyed among nationally important workers. The trouble began on November 10, when the conciliation Board met to consider the application of the men for an increase of fifteen per cent. in their wages, based on the average selling price and a counter-application by the owners for a reduction of ten per cent. on the ground of increased cost of production.

The men at the outset of the conference demanded a joint audit of the cost of production. The owners refused; and the Board declined to consider the applications. Thereafter the men put the case to the Board of Trade. Meanwhile the unrest in the coalfield has been growing with the increase of living and a general strike was feared on December 1—the date which the men had stipulated for an increase of wages. This has been averted by the Government's action.

Men's and Owner's Views.

November 30, 7.10 a.m.

Mr. Richards, M.P., Secretary of the South Wales Miners, interviewed, said he was surprised at the Government's action, which would be opposed unless the measure applied to all coal mining. He added that all Defence of the Realm Regulations would not prevent a strike if the workmen were not treated fairly in the matter of wages.

The Miners' Executive meets to-day to consider the startling development.

Representatives of the owners, interviewed, say they were not prepared for so revolutionary a step, but reserve judgment.

AMERICA AND THE BELGIAN DEPORTATIONS.

November 30, 7.10 a.m.

A New York message says Mr. Gerard returns as Ambassador to Berlin on December 2. He bears a personal message from President Wilson urging Germany to reconsider the deportation of Belgians, which is alienating neutrals.

ENEMY INTRIGUE IN AMERICA.

November 30, 12.10 a.m.

Reuter is informed that the British refusal to give safe conduct to Herr Tarnowai, the Austrian Ambassador to the United States, is due to the illegitimate activities of the Austro-German Embassy in the United States.

LATEST SINKINGS.

November 30, 4.30 a.m.

The British steamers King Malcolm, Moresby; Norwegian, Perra; Spanish, Lucknow; Greek, Marguerite have been sunk. Reported sunk, the British steamer Maude Larsen.

AMERICA ANNOYED WITH TURKEY.

November 30, 4.30 a.m.

Turkey has repudiated the Agreement to allow several hundred Americans, including missionaries to leave Syria via Jaffa on the ground that they possessed valuable military information. The State Department is annoyed and is enquiring.

A GERMAN COMPLAINT.

November 30, 4.30 p.m.

Count Bernstorff, German Ambassador at Washington, has presented Mr. Lansing with a Note for transmission to Great Britain protesting against the election of the German and other Ministers from Asia as an act of "contempt for international law."

## YACHTING.

Royal Hongkong Yacht Club.

The results of the first of the series of Club Championship Races for the Handicap, One Design, and Heyward Hays and Gaele Classes are as follows:

Handicap Class.  
Course:—Lyemun Beacon (S.), Kowloon Rock (S.), Lyemun Beacon (S.). Distance 9.2 miles.

Yacht. Heap on Course. Finishing Time. Corrected Time.

	M. S.	H. M. S.	H. M. S.
Dione	Scratch	4.43.20	4.43.20
Bolla	1.32	4.41.35	4.40.03
Jessica	1.32	4.50.58	4.49.26
Aileen	3.04	D. N. S.	—
Colleen	6.08	4.55.51	4.49.43
Kathleen	6.08	4.59.57	4.53.49
Buccaneer	7.40	D. N. S.	—

Position. Pts. for Race. to date.

(1) Bolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

Position. Pts. for Race. to date.

(1) Bolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

Position. Pts. for Race. to date.

(1) Bolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

Position. Pts. for Race. to date.

(1) Bolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

Position. Pts. for Race. to date.

(1) Bolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

Position. Pts. for Race. to date.

(1) Bolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

Position. Pts. for Race. to date.

(1) Bolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

Position. Pts. for Race. to date.

(1) Bolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

Position. Pts. for Race. to date.

(1) Bolla	8	8
(2) Dione	6	6
(3) Jessica	5	5
(4) Colleen	4	4
(5) Kathleen	3	3
— Aileen	—	—
— Buccaneer	—	—

Position. Pts. for Race. to date.

(1) Bolla	8	8

## SHIPPING

**P.&O.S.N.Co.**

## ROYAL MAIL SERVICE.

Will despatch VESSELS to the Underlined PORTS on or about the DATES named:

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji	NOVARA Capt. H. R. Hetherington, R.N.R.	about 9th Dec.	Direct Service.
LONDON via Singapore, P'ang, C'bo, Port Said and Marseilles....	NANKIN Capt. G. Manley,	noon 15th Dec.	Direct Service.
SHANGHAI, Moji	SOMALI Kote and Yoko	about 17th Dec.	Direct Service.
LONDON & B'bay via Sp're, P'ang, C'bo, Port Said & Marseilles....	NOVARA Capt. H. R. Hetherington, R.N.R.	noon 29th Dec.	Connecting at Colombo with Mail Steamer MOOLTAN.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to:

E. V. D. Parr,  
Acting Superintendent.

P. & O. S. N. Co's office,  
Hongkong, 1st Dec., 1916.



## QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver in connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days. Hong Kong to Chicago 21 days. Hong Kong to New York 22½ days.

## EMPEROR OF RUSSIA and EMPRESS OF ASIA

16,500 tons Gross Register, Quadruple Screw, Speed 21 Knots.

Largest and most Luxurious ship on the Pacific.

## SAILINGS FROM HONG KONG (subject to change)

EMPEROR OF RUSSIA . 28 Dec. EMPRESS OF RUSSIA 15 Mar.

Empress of Japan . 10 Jan. Empress of Japan . 28 Mar.

Monteagle . 3 Feb. Monteagle . 14 Apr.

EMPEROR OF ASIA . 15 Feb.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Points, Euro, can ports and West Indies.

For Further information as to rates of Freight and Passage Sailing Lists, etc. please apply to

F. D. SUTHERLAND,  
General Agent, Passenger Department,  
Hong Kong.

J. H. WALLACE,  
General Agent,  
Hong Kong.

**BRITISH INDIA S. N. CO., LTD.**

## APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## EASTWARD.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
Hongkong, Nov. 24, 1916. Agents.

**"ELLERMAN" LINE.**

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS  
TO UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Stearns proceed via Cape of Good Hope.  
Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,  
General Agents,  
or to REISS & Co., Canton  
Hongkong, 12th Oct., 1916.

**BRITISH INDIA S. N. CO., LTD.**

NEW SERVICE OF STEAMERS BETWEEN  
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.  
Telephone No. 215. Agents.

## SHIPPING

**NIPPON YUSEN KAISHA.**

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Steamers Sailing Date

Destination.	Steamers.	Sailing Date
L'DON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Tenerife	Katori Maru Capt. B. Kon	SATUR. 9th Dec. at noon.
VICTORIA, B.C., and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Tamba Maru Capt. Akanatsu Shidzuka Maru Capt. Noma	TUES. 19th Dec. at noon. WED. 3rd Jan. at noon.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Tango Maru Capt. Soyeda Nikko Maru Capt. R. Takeda	TUES. 13th Dec. at 4 p.m. FRI. 13th Jan. at 4 p.m.
CALCUTTA via Sp're, Penang & Rangoon	Tosa Maru Capt. O. Sakamoto	FRIDAY, 22nd Dec. at 10,000
BOMBAY via Sp're, Malacca & C'bo.	Yelorolu Maru Capt. S. Hirata	THURSDAY, 8,000 (14th Dec.)
SHANGHAI, Moji and Kobe	Totomi Maru Capt. Kamada	MONDAY, 8,000 (4th Dec.)
KOBE	Yamagata Maru Capt. K. Goto	MONDAY, 8,000 (11th Dec.)
NAGASAKI, Kobe and Yokohama	Nikko Maru Capt. R. Takeda	MON. 11th Dec. at 10 a.m.
SHANGHAI and Yokohama	Suwa Maru Capt. T. Sekine	SATUR. 15th Dec. at 10 a.m.
VLADIVOSTOK, Kobe & Yokohama	Tokushima Maru Capt. Yamazaki	THURSDAY, 13,500 (14th Dec.)

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

New YORK via Shanghai.	Tsushima Maru	TUES. 15th Dec.
Kobe, Nagoya, Yokohama, San Francisco and Colon	Capt. Murakami	December.
Wireless Telegraphy.	NIPPON YUSEN KAISHA B. Mori, Manager.	Telephone Nos. 292 & 293.

**TOYO KISEN KAISHA.**

SAN FRANCISCO LINE VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed Leave Hongkong

Siberia Maru	18,000 - 18 knots	13th Dec.
Tenyu Maru	22,000 - 21 knots	19th Dec.
Nippon Maru	11,000 - 15 knots	4th Jan. 1917.
Shinyo Maru	22,000 - 21 knots	17th Jan.
Persia Maru	9,000 - 14 knots	27th Jan.
Korea Maru	13,000 - 18 knots	10th Feb.

1st class to London £348 (£71.10.0), return £36.19. (£12.50).

" " to San Francisco £8.50. return £437.50.

\*Cargo only. Proceeds to South American Po.

Special Rates given to NAVAL & MILITARY, CIVIL, SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

**SOUTH AMERICAN LINE.**

VIA JAPAN PORTS SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELOS, SALINA CRUZ PANAMA, CALLAO, IQUITO and VALPARAISO, THENCE BY TRANS-ANDAMAN ROUTE TO BUENOS AIRES, ETC.

Steamer Tons & Speed Leave Hongkong

Kyo Maru	1,720 - 14 knots	9th Jan. 1917.
For Full Particulars as to Passage & Freight, apply to T. DAICO, Agent.		

Telephone No. 291. KING'S BUILDINGS.

**JAVA PACIFIC LINE**

OF THE JAVA-CHINA-JAPAN LIJN.

Monthly Service between NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Tjikembang 14th Dec. | S.S. Tjisondari 11th Feb.

Arakan 11th Jan. |

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For particulars of Freight and Passage, apply to:

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

Telephone No. 291.

For freight or passage, apply to

DAVID SASSOON & CO., LTD., Agents.

Hongkong, Nov. 24, 1916.

For rates of freight and further information apply to

THE BANK LINE, LTD., General Agents.

Hongkong, 12th Oct., 1916.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, Nov. 24, 1916.

For rates of freight and further information apply to

THE BANK LINE, LTD., General Agents.

Hongkong, 12th Oct., 1916.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, Nov. 24, 1916.

For rates of freight and further information apply to

THE BANK LINE, LTD., General Agents.

Hongkong, Nov. 24, 1916.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, Nov. 24, 1916.

For rates of freight and further information apply to

THE BANK LINE, LTD., General Agents.

Hongkong, Nov. 24, 1916.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

## SHIPPING.

## KONINKLYKE PAKETVAART MAATSCHAPPIJ.

ROYAL PACKET NAVIGATION CO.

The S.S. "S. JACOB."

This vessel plies regularly between HONG-KONG &amp; BELAWAN (Sumatra) via Swatow.

Next Sailing from Hongkong: December 26, 1916.

This vessel has excellent saloon accommodation for a limited number of passengers, is fitted with all modern conveniences and carries a duly qualified surgeon.

For freight and passage apply to:

York Building, Tel. 1874.

Hongkong, 27th Nov., 1916.

Agents.

JAVA-CHINA-JAPAN L.W.N.

## PACIFIC MAIL S.S. CO.

## U. S. MAIL LINE.

Operating the new First Class Steamers "ECUADOR," "VENEZUELA" and "COLOMBIA."

14,000 tons each.

Hongkong to San Francisco,

via Shanghai, Kobe, Yokohama and HONOLULU.

## THE SUNSHINE BELT.

The most comfortable route to America and Europe.

Sailings from Hongkong.

S.S. "VENEZUELA" December 9.

S.S. "ECUADOR" December 30.

S.S. "COLOMBIA" ...

These steamers have the most modern equipment including ALL LOWER BERTHS and Large Comfortable Staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our First Consideration. For further information, rates, literature, schedules etc., Apply to:

Company's Office in ALEXANDRA BUILDINGS,

Telephone No. 141, Chater Road.

## NOTICES.

## WELLS FARGO &amp; CO.

## EXPRESS.

FORWARDERS TO ALL PARTS OF THE WORLD. SPECIAL ATTENTION GIVEN TO THE SHIPPING OF TOURISTS' BAGGAGE AND PURCHASES. TRAVELLERS' CHEQUES CASHED.

B. MONTEITH WEBB &amp; CO., Representatives.

1a. Chater Road. Phone No. 1500.

## THOS. COOK &amp; SON.

Tourist, Steamship and Forwarding Agents, Bankers, etc.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates. Cook's "Far Eastern Traveller's Gazette" containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address "COUPON" THOS. COOK &amp; SON, Telephone No. 524. 16, Des Voeux Road, HONGKONG.

also SHANGHAI, PEKING, YOKOHAMA, MANILA. Chief Office—LUDGATE CIRCUS, LONDON, E.C.

## E. HINC

WING WOO STREET

SHIP CHANDLERS &amp; GENERAL STOREKEEPERS. STEEL, IRON, BRASS &amp; METAL MERCHANTS. WHOLESALE &amp; RETAIL IRONMONGERS. TELEPHONE 1116.

## NOTICE.

## NOTICE.

G. R.

R.

TSANG FOOK.

84, Wan Chai Road, Telephone 2146. PIANOS &amp; ORGANS REPAIRED, TUNED &amp; REGULATED. CASES RE-POLISHED. WORK &amp; FINISH GUARANTEED. LOWEST CHARGES. CONSISTENT WITH BEST WORKMANSHIP. ESTIMATES GIVEN ON REQUEST.

## TIDE TABLE.

From 27th Nov. to 3rd Dec., 1916.

Day of Month	High Water Hongkong Mean Time.		Low Water Hongkong Mean Time.	
	hrs.	mins.	hrs.	mins.
Mon.	10	55	10	55
Tues.	10	55	10	55
Wed.	10	55	10	55
Thur.	10	55	10	55
Fri.	10	55	10	55
Sat.	10	55	10	55
Sun.	10	55	10	55

in morning. in afternoon.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION of PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

## VESSELS LOADING AND TO LOAD.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
Genoa	Mershire	J. M. Co.	Dec.
London via Ports	P. & O.	1. Dec.	
London via Cape Town	N. Y. K.	9. Dec.	
London via Ports	B. & S.	13. Dec.	
London via Ports	Cylops	15. Dec.	
London via Ports	P. & O.	24. Dec.	
London via Ports	B. & S.	31. Dec.	
London and London	Gleniffer	S. T. & Co.	
London via Ports	B. & S.	2. Jan.	

## NEW YORK, SAN FRANCISCO AND CANADA

New York via Panama	Tsushima M.	N. Y. K.	6. Dec.
San Francisco via Japan	P. M. S. S.	9. Dec.	
Boston and New York	Eurybates	9. Dec.	
San Francisco via Japan	Siberia M.	13. Dec.	
Victoria, B.C. & Seattle	T. K. K.	14. Dec.	
San Francisco via Japan	Tjikembang	14. Dec.	
Seattle via Japan	Tsamba M.	19. Dec.	
Vancouver via Japan	Teyyo M.	23. Dec.	
Victoria, B.C. via Japan	Proteus	23. Dec.	
South American Ports	E. of Russia	28. Dec.	
San Francisco via Japan	Shidzuoka M.	3. Jan.	
San Francisco via Japan	Nippon M.	4. Jan.	
San Francisco via Japan	Kiyo M.	9. Jan.	
San Francisco via Japan	Arakan	11. Jan.	
China	Shinyo M.	17. Jan.	
China	C. M. S. S.	31. Jan.	

## AUSTRALIA

Australia via Manila	Tango M.	N. Y. K.	12. Dec.
Australia via Manila	Eastern	G. L. Co.	26. Dec.
Australia via Manila	Nikko M.	N. Y. K.	12. Jan.
Australia via Manila	St. Albans	G. L. Co.	27. Jan.

## SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Singapore, Penang and Calcutta	Laisang	J. M. Co.	1. Dec.
Shanghai and Japan	Eurybates	B. & S.	1. Dec.
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	1. Dec.
Swatow/Singapore	Liangchow	B. & S.	1. Dec.
Shanghai, Moji and Kobe	Namsang	J. M. Co.	2. Dec.
Manila	Loongsang	J. M. Co.	2. Dec.
Hai Phong	Taksang	J. M. Co.	2. Dec.
Saigon	Foochow	B. & S.	2. Dec.
Shanghai via Swatow	Winsang	J. M. Co.	3. Dec.
Heihow, Pathoi and Haiphong	Sunkiang	B. & S.	3. Dec.
Shanghai and Japan	Teucer	B. & S.	3. Dec.
Shanghai	Yingchow	B. & S.	3. Dec.
Kobe	Tjilatjap	J. C. J. L.	4. Dec.
Shanghai, Moji and Kobe	Totomi M.	N. Y. K.	4. Dec.
Shanghai	Yusang	J. M. Co.	5. Dec.
Manila, Cebu and Iloilo	Tean	D. L. & Co.	5. Dec.
Swatow/Haiphong	Haihong	J. M. Co.	5. Dec.
Singapore, Penang & Calcutta	Foosang	J. M. Co.	5. Dec.
Haiphong	Chunksang	B. & S.	5. Dec.
Shanghai	Kiukiang	J. C. J. L.	6. Dec.
Shanghai	Tjimaneek	J. C. J. L.	6. Dec.
Sandakan	Mausang	J. M. Co.	6. Dec.
Amoy and Shanghai	Hoihow	B. & S.	6. Dec.
Shanghai to Yokohama	Novara	P. & O.	8. Dec.
Swatow, Amoy and Foochow	Haihong	D. L. Co.	8. Dec.
Java	Tjikini	J. C. J. L.	9. Dec.
Manila	Yuensang	J. M. Co.	9. Dec.
Nagasaki, Kobe and Yokohama	Nikkos M.	N. Y. K.	11. Dec.
Manila	Proteus	B. & S.	11. Dec.
Vladivostock via Japan	Tshima M.	N. Y. K.	14. Dec.
Shanghai, Kobe & Yokohama	Suwa M.	N. Y. K.	16. Dec.
Shanghai and Japan	Tydeus	B. & S.	17. Dec.
Shanghai, Moji and Kobe	Somali	P. & O.	17. Dec.
Belawan Deli (Sumatra) via S'kow's Jacob	J. C. J. L.	26. Dec.	

## CONSIGNEES

## CONSIGNEES

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG &amp; SINGAPORE.

## THE Steamer

## "NAMSANG,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk through the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th December, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:

JADEINE, MATHESON &amp; CO., LTD.

General Managers.

Hongkong, 28th November, 1916.

## MOVEMENTS OF STEAMERS.

## AMERICAN MAIL.

The Pacific Mail ss. VENEZUELA last sailed from Hongkong via Manila and will leave for San Francisco on December 9.

The P. M. S. S. ECUADOR left Honolulu, on Tuesday 25th Nov., and may be expected to arrive here on or about 6th December.



## GENERAL SHIPPING NEWS.

Discipline in the Merchant Service.

It is to be regretted that shipmasters whose vessels are not under the Transport Department of the Admiralty, still experience considerable difficulty in maintaining discipline amongst their crews. The subject is one which the Imperial Merchant Service Guild has dealt with for some time past, and urged that stricter laws should be made so as to give captains and officers more power to deal with refractory seamen. A case in point, which will be read with interest, is contained in a letter received by the Guild last month from one of their members, which reads as follows:—"Are we ever to have a remedy for the present hopeless state of discipline as it exists in the mercantile marine to-day, especially when away from British ports? I have lately had an experience that is only too common, and unless something can be done soon or later it will lead to serious trouble. When leaving Norfolk, Va., for Havana, Cuba, I shipped two firemen; two days out they both refused to do any further work. I had them put down in the poop to separate them from the rest of the crew. When I tell you that after they stopped work, better steam was kept and more speed made than when they were supposed to be working, you will be able to judge the kind of men they were. On arrival I applied to the British Consulate to have these men punished." One of these men was also at the Consulate, having left the steamer without permission, the Cuban laws not allowing me to keep them under restraint when in their ports. In the presence of the Vice-Consul this man was most abusive and insulting. The Vice-Consul told him to return to his work on board. You can guess the nature of the man's reply. After the firemen had left Consulate, the Vice-Consul said that I had brought the insult myself by remarking that the man evidently thought that he was in command of the steamer. Also that his sympathies were with the men. When I pointed out the expenses the owners were put to, and the serious delays caused by the lack of control over the crew, he remarked, "what does that matter?"—When Government officials, who, I take it, are paid to look after British interests abroad, take these views, what hope have we to keep any semblance of discipline. The result of my applying to the Consulate was that the man returned to the steamer triumphant, and openly boasted that we could do nothing to him. Fortunately, after interviewing the Captain of the Port, I was able to get him and his mate arrested by the local authorities, and leave them behind in prison (to be a charge on the owners when they come out). Afterwards, the Vice-Consul took credit for this, having told me that the police would arrest them if they caused any trouble on board. As a matter of fact I had acted on my own, being disgusted with my experience at the Consulate. I requested an interview with the British Minister and Consul-General, which was refused by the Vice-Consul. I then sent a letter to the Consul-General requesting an interview, which was promptly granted. As I expected, he supported the Vice-Consul in my presence, but I found less cause to complain of antagonism after I had seen him. That the Government officials will not even lend their moral support to masters and officers is, I am afraid, the general rule. In spite of the cheap puffs of the Government on rare occasions the officers of the British merchant marine are looked down upon, and their position and authority belittled as much as possible. In the mercantile marine of other countries this is not the case. Why? The Articles and the Merchant Shipping Act become mere waste paper when we enter an American port; and it is the same in other countries. Cuba, being one of these, yet these countries hold the master responsible after depriving him of the little authority that is given him by these Acts. The whole may be affected by his state of things, as the decent men have to do the work of the national waters who

drift from port to port openly contemptuous of the authority of the officers, knowing that it cannot be enforced except perhaps in a British port, which they avoid.

Hongkong Pilotage. Says *Shipping and Engineering*:—Cases innumerable have cropped up of late years in connection with the responsibility of a shipmaster who has engaged the services of a pilot to take his vessel in or out of a harbour. It is generally recognized that a shipmaster, in a non-compulsory pilotage port, is entitled to engage such local assistance if the port be a strange one to him, and it is only occasionally that his owners are close enough to complain of the pilotage charge in the ship's accounts. Pilotage and navigation are as far removed from each other as chalk from cheese, and we have no hesitation in saying that a shipmaster cannot reasonably be expected to enter into the piloting of his vessel through the long, intricate, and often congested "fairways" of a strange river or harbour without local assistance, where conspicuous service has been carried out by merchant seamen, not only in the transportation of troops and munitions of war, but also in maintaining our commerce, feeding our country and the countries of the Allies despite the thousand and one dangers encountered. Squadrons of merchant ships carrying thousands of troops have been safely navigated from all parts of the British Empire to the fighting bases. It is on record that the troops of the Allies have been transported in British ships from the ports of the Far East to take part in the operations against the former German colonies in China. From Australia an army of gallant colonials were transported to Egypt, and from thence to the Dardanelles. Russian troops have been brought in thousands from Northern Russia to the bases in France. Indian troops have been carried from Indian ports to the fighting bases in East Africa and France. Italian troops have been taken in British ships thousands of miles and safely landed in the Aegean seaports. The same may be said of the troops that were transported during the operations in South-West Africa, the Cameroons, and from Canada. Complete armies fully equipped have been conducted across the Atlantic, as well as horses by the million. In all these operations we have yet to learn that a single accident has occurred which can be attributed to negligence on the part of officers responsible for the navigation of the ship. Where accidents have arisen, it has been through enemy agency. This work has not been lost sight of.

Valuable records of what has been done by the merchant service during the war have been carefully filed at the headquarters of the Imperial Merchant Service Guild. An interesting sidelight on the movements of our merchant ship came to hand yesterday from China, where several British steamers have been actively engaged in the transportation of troops during the recent trouble out there. Captain G. M. Waggett and three other British captains, members of the Guild, have been honoured by the Chinese Government, and have received the Distinguished Chinese Order in recognition of the services they have rendered. Captain Waggett states that his recent experience in carrying troops was not the first one, as in the same trip he under his command transported troops after the fall of Tsingtao. Another member has informed the secretary that his vessel had been subjected to a running shell fire for three-quarters of an hour. Thanks to the skillful manoeuvring of the navigators and extra speed worked up by the engineers, the vessel escaped. The same member has served in ships chased upon numerous occasions by submarines and attacked by aeroplanes in the North Sea. Therefore it can be safely claimed that whilst keeping the Red Flag flying, our merchant seafarers are doing their bit equally as well as those who are facing the enemy in the front-line. —*Journal of Commerce*.

THE ALEXANDRA CAFE. Just arrived. Large shipments of Chinese tea.

greater length and beam and carrying capacity with a correspondingly smaller draft.—Ex- change.

Hongkong Pilotage.

Says *Shipping and Engineering*:—Cases innumerable have cropped up of late years in connection with the responsibility of a shipmaster who has engaged the services of a pilot to take his vessel in or out of a harbour. It is generally recognized that a

Hamburg-American Line Shares. The Hamburg-American Line shares are being introduced on the Amsterdam Stock Exchange. For the present they are being dealt with unofficially through a broker who is backed up by a group of Dutch backers, but after a little while, it is anticipated that official recognition will be given to the shares, which, according to the *Vorwärts Zeitung*, is an easy matter to arrange in Amsterdam. His Majesty's Merchant Service.

"The magnificent services"—to quote the words of the King—to the nation rendered by His Majesty's merchant service in all

parts of the world are little heard of through the medium of the daily newspaper, and it is not until the history of the war has been written that the work carried out by captains, officers, and crews of merchant ships will manifest itself. Indeed it would make volumes of the most interesting reading matter to give the details of thousands of cases where conspicuous service has been carried out by merchant seamen, not only in the transportation of troops and munitions of war, but also in maintaining our commerce, feeding our country and the countries of the Allies despite the thousand and one dangers encountered.

Squadrons of merchant ships carrying thousands of troops have been safely navigated from all

parts of the British Empire to the fighting bases. It is on record that the troops of the Allies have been transported in British ships from the ports of the Far East to take part in the operations against the former German colonies in China. From Australia an army of gallant colonials were transported to Egypt, and from thence to the Dardanelles. Russian troops have been brought in thousands from Northern Russia to the bases in France. Indian troops have been carried from Indian ports to the fighting bases in East Africa and France. Italian troops have been taken in British ships thousands of miles and safely landed in the Aegean seaports. The same may be said of the troops that were transported during the operations in South-West Africa, the Cameroons, and from Canada. Complete armies fully equipped have been conducted across the Atlantic, as well as horses by the million. In all these operations we have yet to learn that a single accident has occurred which can be attributed to negligence on the part of officers responsible for the navigation of the ship. Where accidents have arisen, it has been through enemy agency. This work has not been lost sight of.

Valuable records of what has been done by the merchant service during the war have been carefully filed at the headquarters of the Imperial Merchant Service Guild. An interesting sidelight on the movements of our merchant ship came to hand yesterday from China, where several British steamers have been actively engaged in the transportation of troops during the recent trouble out there. Captain G. M. Waggett and three other British captains, members of the Guild, have been honoured by the Chinese Government, and have received the Distinguished Chinese Order in recognition of the services they have rendered. Captain Waggett states that his recent experience in carrying troops was not the first one, as in the same trip he under his command transported troops after the fall of Tsingtao. Another member has informed the secretary that his vessel had been subjected to a running shell fire for three-quarters of an hour. Thanks to the skillful manoeuvring of the navigators and extra speed worked up by the engineers, the vessel escaped. The same member has served in ships chased upon numerous occasions by submarines and attacked by aeroplanes in the North Sea. Therefore it can be safely claimed that whilst keeping the Red Flag flying, our merchant seafarers are doing their bit equally as well as those who are facing the enemy in the front-line. —*Journal of Commerce*.

## HONGKONG SHARE REPORT.

A.—SELLERS; S.—SALES;  
B.—BUYERS; N.—NOMINAL

## OFFICIAL PRICES.

BANKS sa. \$730

MARINE INSURANCES.

Cantons n. \$100

North Chinas n. 152

Unions s. \$940

Yangtze s. ex 73 \$255

FIRE INSURANCES.

China Fires s. \$161

H.K. Fires sa. \$775

SHIPPING.

Douglases sa. \$129

Steamboats b. \$21

Indos (Def.) b. \$139

Indos (Pref.) b. \$16

Shells b. 105/-

Ferries s. \$38

REFINERIES.

Sugars b. \$128

Malabons b. \$37

MINING.

Kaians n. 36/-

Langkats s. 22

Raubs s. \$2.75

Tromoks n. x d. 30/-

Urais b. 33/9

DOCKS, WHARVES,  
GODOWNS, &c.

H.K. Wharves b. \$84

Kowloon Docks b. \$133

Shai Docks n. t. 85

LANDS, HOTELS  
AND BUILDINGS.

Centrals s. \$101

H.K. Hotels n. \$115

Land Invest. s. \$101

H'phreys Est. b. \$6.90

K'loon Lands s. \$35

Shai Lands n. t. 91

West Points s. \$85

COTTON MILLS.

Ewos s. t. 160

Kung Yiks s. t. 16

Shai Cottons n. t. 115

Yangtszeapoos n. t. 6

MISCELLANEOUS.

Borneos n. \$84

China Light & P.b. \$1.75

Providents s. \$9.03

Dairy Farms s. \$26

Green Islands b. \$11.10

H.K. Electrics b. \$53

H.K. Ice Co. n. \$160

Ropes n. \$34

Steel Foundries b. \$93

Trams, Low Level s. \$7.00

Trams, Peak, old b. \$0

Trams, Peak, new b. \$1

Laundries b. \$31

U. Waterboats n. \$17.00

Watsons b. \$6.75

Wm. Powells b. \$6.10

Morning Posts n. \$19

CORRECTED TO NOON FRIDAY  
DECEMBER 1, 1916.

BENJAMIN & POTTS,  
Share and General Brokers,  
Princes Building.

Tel. address: Broker.

## EXCHANGE.

SELLING.

T/T ..... 2/3 7/6

Demand ..... 2/3 15/16

30 d/s. ..... 2/4

60 d/s. ..... 2/4 1/6

4 m/s. ..... 2/4 3/16

T/T Shanghai ..... Nom.

T/T Singapore ..... 93

T/T Japan ..... 108

T/T India ..... 172 1/4

Demand, Indi. .... 17. 1/2

T/T San Francis. co & New York} 55 1/4

T/T Java ..... 133 1/4

T/T Marks ..... Nom.

T/T France ..... 3.22 1/2

Demand, Paris ..... 3.23

BUYING.

4 m/s, L/C ..... 2/4 11/16

4 m/s, D/P ..... 2/4 13/16

6 m/s, L/C ..... 2/4 15/16

30 d/s, Sydney & { 2/4 15/16

McBourneys }

4 m/s, San Franc. & New York} 56 1/2

4 m/s, Marks ..... Nom.

4 m/s, France ..... 3.34 1/2

6 m/s, France ..... 3.39 1/2

Demand, Germany. —

Demand, New York. 55 1/2

Demand, Bombay ..... 172 1/4

T/T Calcutta. —

Demand, Calcutta. 172 1/4

Demand, Manila. 110 1/4

Demand, Singapore. 92

On Haiphong ..... 33 1/2 prem.

On Saigon ..... 31 1/2 prem.

On Bangkok ..... 66 1/4

Sovereign ..... 8.55 Nom.

Gold Leaf, per oz. 52 1/2

Bar Silver, per oz. 35.15/16

SUBSIDIARY COINS

## NOTICES.

## WORTH TRYING.

\$1.40  
for  
50.\$1.40  
for  
50.

## WESTMINSTER "SPECIALS."

TURKISH CIGARETTES.

NATIONAL MISSION  
MEETINGS FOR MEN ONLYCity Hall 6.30 p.m.  
(CHAMBER OF COMMERCE ROOM)

- Monday, December 4th.  
"Why doesn't God Stop the War?"  
Tuesday, December 5th.  
"Is Christianity Played out?"  
Thursday, December 7th.  
"Why should men lead a moral life?"  
Friday, December 8th.  
"Why should men pray?"

These meetings will be of short duration.

## QUESTIONS ARE INVITED.

SPEAKER:

Rt. Rev. F. L. NORRIS, D.D.

## VICTORIA RECREATION CLUB.

## A NAVY &amp; ARMY BOXING TOURNAMENT

WILL BE HELD ON

Saturday, December 2, at 9.15 p.m. sharp.

Proceeds to be given to War Charities.

Fifteen Round Contest:  
SEAMAN R. HEARNE v. Pte. THOMASTen Round Contest:  
Corpl. GARDINER v. Corpl. WHITE, R.E.Six Round Contest:  
W. S. WILLS v. Corpl. HEATHSix Round Contest:  
O. S. CLARKE v. Pte. DAVISSix Round Contest:  
SHEARMAN v. Pte. HOPEWENTSix Round Contest:  
O. S. CUTHERBERTSON v. Pte. BEASTLEYSix Round Contest:  
O. S. RAY v. Pte. PLIMMERSix Round Contest:  
O. S. LEWIS v. BANDSMAN TAYLORThree Rounds Blindfold Boxing:  
Pte. FISHER v. Pte. WATTERHAM.

PRICES \$3, \$2 &amp; \$1.

Booking at MOUTRIE'S.

## POST OFFICE.

Correspondence addressed to enemy subjects in China, Siam, Liberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Ships in communication with Cape D'Aguilar Radio Telegraph Station:-

VENEZUELA TACOMA MARU TENSIMA M.

## MAILS DUE.

Europe (via Nagasaki) - Per ATHOS 6th Dec.

## MAILS CLOSE TO DAY.

Shanghai & N. China, Japan via Kobe - NAMSANG, 1st Dec. 3 p.m.  
Haiphong - Per TAKSANG, 1st Dec. 3 p.m.

## TO-MORROW.

Straits, Ceylon &amp; India via Bombay - Per KUNAJIRI M., 2nd Dec. 7 a.m.

Swatow &amp; Bangkok - Per HALVARD, 2nd Dec., 9 a.m.

Japan via Kobe - Per TJILATJAP, 2nd Dec., 10 a.m.

Saigon - Per FOOCHOW, 2nd Dec. 11 a.m.

Straits &amp; India via Calcutta - Per LALBANG, 2nd Dec., 11 a.m.

Philippines Isl. - Per LOONGSANG, 2nd Dec., 2 p.m.

Swatow, Shanghai &amp; N. China - Per WINGSANG, 2nd Dec., 5 p.m.

Shanghai &amp; N. China - Per YINGCHOW, 2nd Dec., 5 p.m.

## SUNDAY, 3rd December.

Swatow, Amoy, Fuzhou via Tamshui - Per KAIJO-MARU, 3rd Dec. 9 a.m.

Hoibow, Pakhei &amp; Haikou - Per SUNGKIANG, 3rd Dec. 9 a.m.

## MONDAY, 4th December.

Haiphong - Per CHUNSANG, 4th Dec. 5 p.m.

Shanghai &amp; N. China - Per YUSANG, 4th Dec., 5 p.m.

## TUESDAY, 5th December.

Swatow - Per HAIHONG, 5th Dec. 10 a.m.

Shanghai &amp; N. China (Europe via Siberian Mail) - Per KIMKANG, 5th Dec., Registration 2.15 a.m. Letter 3 p.m.

(Shanghai Ch. P.O. Saturday, 5th Dec.) Philippines Isl. - Per TEAM, 5th Dec. 3 p.m.

## WEDNESDAY, 6th December.

Amoy, Shanghai &amp; N. China - Per HOIHOW, 6th Dec., 3 p.m.

## FRIDAY, 8th December.

Swatow, Amoy &amp; Foochow - Per HAIHONG, 8th Dec., 11 a.m.

Shanghai &amp; N. China, Japan via Nagasaki, Victoria &amp; Tacoma - Per MANILA M., 8th Dec., 1 p.m.

## SATURDAY, 9th December.

American Mail: Straits, Ceylon, Delagoa Bay, Cape Town &amp; United Kingdom - Per KATORI M., 9th Dec. 11 a.m.

## TUESDAY, 12th December.

Australian Mail: Philippines Is., Australia, New Zealand, Tacoma via New Guinea via Thursday Is. - Per TANGO MARU, 12th Dec. 3 p.m.

## FRIDAY, 15th December.

Straits, Burma, Ceylon, Australia, New Zealand, Western Australia, India, Aden, Egypt &amp; Europe. (The Panel will be closed on Thursday 14th Dec., at 5 p.m.) - Per WANKIN, 15th Dec. Registration 10.15 a.m. Letters 11 a.m.

## TUESDAY, 19th December.

American Mail: Shanghai &amp; N. China, Japan via Manila, Victoria, E.O. &amp; Seattle - Per TAMBA MARU, 19th Dec., 11 a.m.

## SHIPPING NEWS.

## ARRIVED.

Huichow, Br. ss. 1,200, Hecker, 30th Nov. - Tientsin, 15th Nov. Gen. B. &amp; S.

Horu M., Jap. ss. 1,162, Kosai, 30th Nov. - Dairen, 23rd Nov. Beans - M. B. K.

Kusajiri M., Jap. ss. 3,062, Sakurai, 30th Nov. - Miy. 23rd Nov. Gen. - O.S.K.

Shawbaig, Chi. ss. 767, Ramlund, 30th Nov. - Dairen, 24th Nov. Beans - China.

Chuan, Br. ss. 1,338, Robertson, 1st Dec. - Swatow, 30th Nov. Wood - Order.

Pakhoi, Br. ss. 1,200, Tucker, 1st Dec. - Saigon, 25th Nov. Rice - B. &amp; S.

Shunghor, Chi. ss. 838, Kyle, 1st Dec. - Salga, 24th Nov. Rice - China.

## MAILED DUE.

Europe (via Nagasaki) - Per ATHOS 6th Dec.

## DEPARTED.

Nov. 29.

Jacob for Deli via Swatow

Ying-ho for Canton

Nicolai Belozetoff for Singapore

Fauquier for Saigon

August Belmont for Tarakan

Kifeng for Haiphong via Pakhoi

Taomei M. for Victoria &amp; Tacoma via Moji

Shantung for Shanghai

Keikoku M. for Chinawang-tao

Fauquier for Saigon

## CLEARANCES AT THE HARBOUR OFFICE.

Nov. 30.

Malta for Bombay via Singapore

Siemien for Phnom-penh

Dec. 1.

Bain's for Canton

Hainan for Fuchow via Swatow

Yungchin for Saigon

Palau for Yokohama via Shanghai

Kiangsi for K. C. Wan via Macao

Kunming for Canton

Kunming M. for Burma via Singapore

Benn M. for Canton

PASSENGERS DEPARTED.

Per s.s. MALTA, sailed from Hongkong for Europe, on Dec. 1.

Anderson C.F. Knor Mrs D.

Billingay H. Leeds W.S.

Burke Mr. &amp; Mrs. Luton Mrs.

Byron G.C. Lord S.

Bunham F.J. Lang H.J.

Beverly Mr. &amp; Mrs. Lupton S.

V.W. McWhane Mr. &amp; Mrs. Booth C.

Brooks Mr. &amp; Mrs. Miller A.R.S.

E.C. McWhae Mrs. Niobell Mr. &amp; Mrs.

Conner J. Nicholls Master A.

Crace J.M. Nicholls Miss A.

Cassata J. Opfer Mrs. J.

Carr Mrs. R. Olcott Miss.

Clines H. Onhof J.F.M.

Camp Miss S. Oates Mrs. G.

Carroll L.A. Oates Master, E.C.

Carr Miss. B.B. Penf. R.

Daily A.W. Phillips Mr. &amp; Mrs. G.

Dood Miss. G. Porter Mr. &amp; Mrs. G.

Ferrier Miss. M.

Gandy Mr. &amp; Mrs. Rock W.R.

Gibson V.H. Ritchie A.A.

Graw W.H. Scott Miss. Y.W.

Hill Mr. &amp; Mrs. Stinch V.W.

Hales A.E. Schulz Mr. &amp; Mrs. H.L.

Hawking Miss. Scott H.T.

Hodgson P. Singh H.W.

Hume D.U. Stirling W.G.

James Mr. &amp; Mrs. P. Taft Mr. &amp; Mrs. S.

Johnson Mrs. S. Voord. Miss Van.

Knorr Mr. &amp; Mrs. Sant.

Kirk-Harman Mr. &amp; Mrs. Weston J.S.

and Mrs. E.H.

THE ALEXANDRA CAFE

Just arrived. Fresh assorted

American Sweets &amp; Fry's

Chocolate.

## WEATHER REPORT.

On the 1st at 11.55 Pressure has decreased considerably over N.E. China owing to the passage of a depression to the north of Weihaiwei in an easterly direction.

A moderate anticyclone has developed over Japan. The Bonin depression has passed into the Pacific. Elsewhere changes since yesterday are small.

Strong monsoon is indicated along the south-east coast of China, and over the China Seas.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 29.81 inches, against an average of 21.01 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

Direction Forecast.

N. winds, strong; sea.

1 Hongkong to Gap Rock.

Formosa Channel. Northwesterly gales.

3 South coast of China between H.K. and Lamock.

4 South coast of China between H.K. and Hainan.

China Coast Meteorological Register. December 1, a.m.

Station Hour Barometer Temperature Humidity Wind Force.

Vostock 6a 36.16 NW 4

Nemuro 5a 36.39 NW 0

Hakodate 3a 36.32 NW 1

Tokio 3a 36.25 NW 1

Kagoshima 3a 36.21 NW 1

Fukuoka 3a 36.19 NW 1

Oshima 3a 36.12 NW 1

Naha 3a 36.11 NW 1

Ishigaki 3a 36.15 NW 1

Bonito Is. 6a 36.83 NW 1

Choshi 6a 36.19 NW 3b NW 4b